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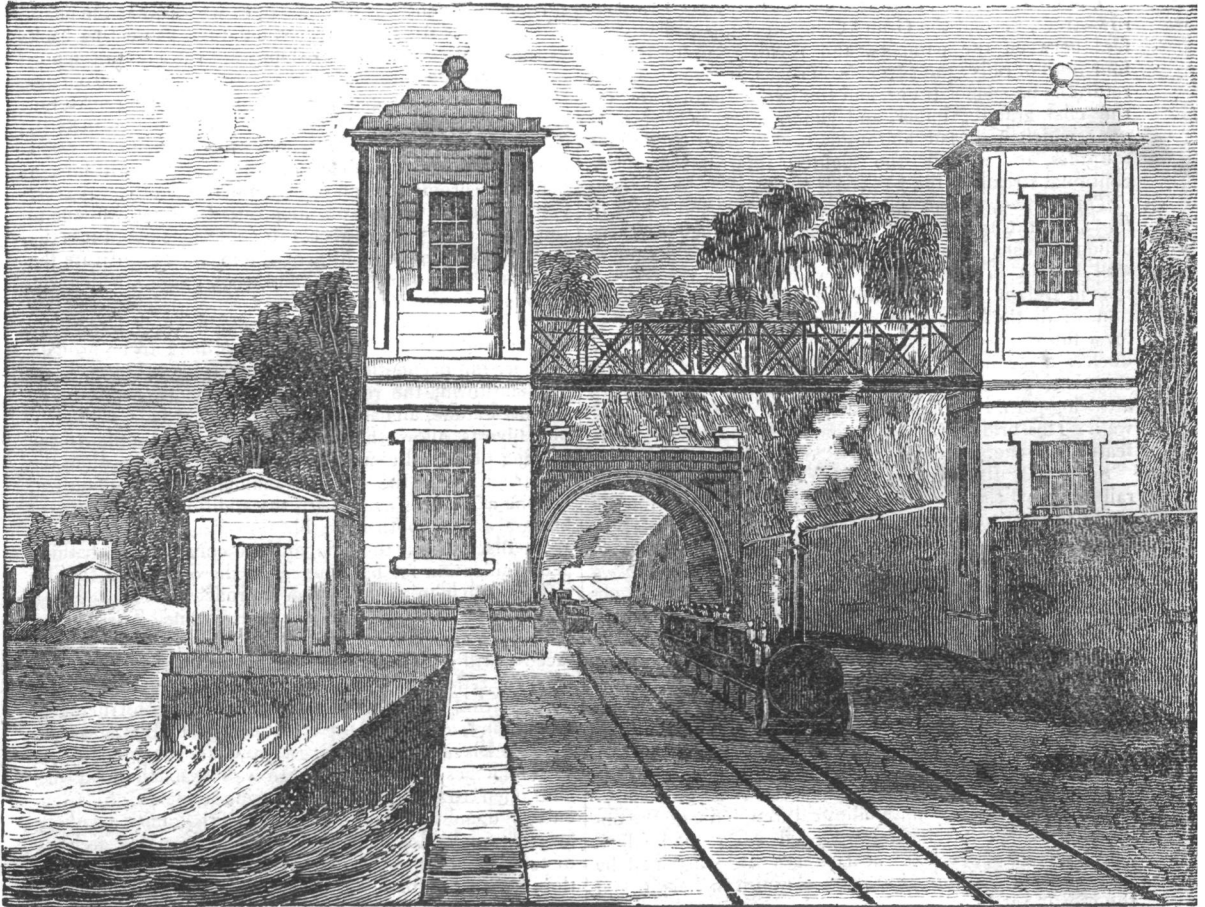
THE  
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CONDUCTED BY P. DIXON HARDY, M.R.I.A.

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**THE RAILWAY FROM THE ROAD AT LORD CLONCURRY'S, LOOKING TOWARDS KINGSTOWN.**

**THE DUBLIN AND KINGSTOWN RAILWAY.**

In the last number but one of our second volume, with two or three engravings suited to the subject, we took the opportunity of pointing out the great importance of establishing railroads in various directions throughout this country—we described the construction, and stated the expense of several of those at present used in England; and now proceed, according to our promise in that number, to lay before our readers some particulars relative to the new line which is nearly completed between our city and Kingstown; a work, which we have no hesitation in saying, reflects the highest credit on all the parties engaged in its construction—on those with whom the idea originated—on those who had the public spirit to embark their capital in such a concern—on the engineer who planned the work and carried the design into execution—as well on the various individuals who in subordinate situations, have lent their varied talents and their energies to its completion. Were it not that under present circumstances it might appear a work of supererogation, we should have felt disposed to notice some of the many calumnies which we have from time to time heard poured forth on the promoters and designers of this important national undertaking. We forbear, however, under the impression that the authors of such calumnies have seen

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their errors, and that they will hereafter judge of the railway by its own merits. At the same time, it would be unjust if the deserved meed of praise were not given to the spirited and liberal minded body of Directors, who have weathered the storm, and who have thus successfully introduced into Ireland the best promoter of internal peace—rapidity, facility, and economy of communication. But we now proceed to the railway itself.

The Entrance Station is on the east side of Westland Row. The design is sufficiently characteristic of a public building without any attempt at embellishment. The chief points worthy of attention are the beautiful granite door-cases, and cornices, from the rocks near Seapoint cliffs, and the light elegant iron roof over the passengers' station. The details of the internal arrangements for the reception and distribution of passengers can only be explained by inspection, or by an examination of the plans and drawings; but it appears evident that the public accommodation has been studied in every respect. Indeed nothing but system and simplicity could effect the arrival and departure of trains of carriages every quarter of an hour without danger or confusion.

To preserve the ordinary traffic of the public thoroughfares, the railway starts at an elevation of about twenty feet from the surface, and spans in succession over each

street by flat elliptical arches. For the more important streets, smaller arches for the foot-ways have been made on each side of the principal openings.\*

The intervals between the streets consist of high retaining walls of limestone, obtained from the Donnybrook quarries, the space between which has been filled with sand, gravel, dry rubbish, and similar materials: the cartage gave employment during the whole of the last autumn, winter, and spring, to hundreds of the humble proprietors of carts and cars.

The breadth of the railway from Westland Row to Barrow-street, beyond the Grand Canal docks, is nearly sixty feet between the parapets, and is calculated to receive four lines of rails: the two central roads for the going and returning passenger trains, and the two exterior ones for the coal, granite, timber, and general merchandize-waggons, which will load and unload with great facility at the sides, and without the slightest interruption to the continual stream of the passenger traffic.

The railway is carried across the quays, and a part of the Grand Canal docks, by a granite bridge of three oblique arches of peculiar workmanship, which, though well known in England, is now introduced for the first time in Ireland, and has drawn the attention and admiration of all the operative mechanics. One arch is intended for a future street, marked out, to pass parallel to the docks: a second is for the business of the quays—the third is to pass the boats of the trade, and is provided with a towing-path, ranging with the general line of the dock wall. This bridge will form one of the most remarkable features of the works.

Some difficulties appear to have occurred in getting the railway past the distillery near the docks, at which it ought to be mentioned that a large station or depot is provided for the accommodation of trade. Over Barrow-street the arch is built with what is technically called *knee'd or elbow quoins*; the stones being cut so as to form an oblique or skew bed on the face of the ring, and to return to a square bed within: these quoins are of granite—the rest of the arch stones are of the usual limestone. At this place also the rail-road contracts to a breadth of thirty feet, being adapted for two lines only for the remainder of the distance, the breadth between each of the lines of railway track, being as much, however, as eight feet.—The bridge over the Circular road is square, but across the Irishtown road the angle of intersection is only fifty-three degrees; and a granite elliptical arch, built on the oblique principal, has been introduced with good effect. The intervals between the bridges are still sustained by retaining walls, which, however, diminish in height, and the crossing at Haig's distillery is the first accessible point to the railway from Dublin. This being but little frequented, the roadway has been raised by gentle approaches, and passes on the level of the rail-road. A neat lodge is built, and, according to the act of parliament, gates will be placed across the railway, and a vigilant watch kept. We next come to a handsome bridge of three arches, across the river Dodder, with a side opening for foot passengers. The railroad here approaches the surface of the country. A little further forward, and on the north side, are erecting the buildings for the repairs and construction of the locomotive engines, coaches, waggons, &c.; and the other necessary shops and conveniences for the company.

At Serpentine avenue the railroad crosses on the present level of the road, with gates, lodge, &c., as before.—All appearance of masonry now ceases: a green sod bank marks the boundary on each side, with a double row of quick-set plants on the top, which, in a few years, will form a fine hedge. Externally, the mound is formed like a slight field fortification, with a berm or set off, on which another hedge-row is planted. A very wide and deep trench forms an effectual fence against cattle and trespassers; and thus the line runs on through Simmons-court-fields, crossing Sandymount-lane and Sydney Parade, which will be protected, like the other roads, with gates, lodges and watchmen. At Merrion the Strand road is crossed close to the old baths, with similar protection,

but on account of the liability of intrusion, the railway from Merrion-hall on to the strand is guarded by high stone fence-walls. From Old Merrion to the place where stood the bathing places at Black Rock, the railroad is elevated across the strand, and at high water appears like a long mole stretching into the sea. A smile will be raised at the recollection of the many good-natured predictions of the direful and destructive effect the winter-storms were to produce upon this attempt to force nature; and observing the facility and rapidity with which this embankment was completed, as well as that the effect of the storms has been to accumulate a protecting bank at the footings of the outer slope: not the slightest apprehension can be entertained of any future danger from the severest eastwardly gales, when the stone facing next the sea is finished all along, as it has been completed in parts. To afford additional stability and protection, an increased breadth is given to the banks seaward, which will form a delightful promenade on fine summer evenings. A cross embankment is made from opposite Booterstown-lane to the railway, to give an access to passengers; and it is the intention of the noble lord of the manor to cultivate the land thus redeemed by the railway operations, which will, therefore, in the course of a few months, present the appearance of a luxuriant garden, where lately was only a barren sandy beach. The quantity of land to be brought into useful occupation is about fifty English acres. At Williamstown, the railway nearly touches the shore by Seafort Parade, and another access is afforded: while ample culverts allow the water to flow in as usual to the bathing places all along the coast, which now, that the construction of the sea embankment is nearly finished, will be as pure as ever, with the additional advantage of being always smooth and still.

At Black Rock, the company are constructing bathing accommodation for both sexes, on the outer sides of the railway embankment, to which approach will be had by a handsome foot-bridge from the high ground. These baths, will be, as nearly as practicable, on their former sites.—Access will also be had by a second cross embankment from the railway to Merrion avenue, and handsome lodges with waiting-rooms for passengers, will be constructed at this station, as also at the cross bank from Booterstown.

From Black Rock to Kingstown, the character of the work changes continually—high walling on the land side, and open to the sea; then passing under Lord Cloncurry's demesne, among the beautiful granite pavilions erecting for his lordship; next, below the noble archway or tunnel; and beyond, through a deep, rocky excavation, upwards of forty feet in depth; and below, the bridge connecting the severed portions of the elegant lawn of Sir Harcourt Lees; emerging from whence, the eye catches the noble sea-view, with the distant harbour. The road will now pass close under Seapoint boarding-house, which has been accommodated with a bridge over the railroad, descending to neat baths, and to a boat pier, and other conveniences. Again occurs a portion of deep cutting, through granite rocks, with a handsome bridge of granite, to the Martello tower at Seapoint, from whence to Salthill the railroad runs at the bottom of Monkstown cliffs, with an ample promenade on the sea side, and divided from the new foot-path by a neat iron railing. All the rugged cliffs have been levelled down, and formed into pleasing slopes, which the taste of the owner of the adjacent cottages will soon cover with flowers and shrubs.—The house at Salthill is now converting, with vast additions, into a splendid tavern, which will rival its celebrated namesake in the vicinity of Eton college in all, it is to be hoped, except its extravagant charges; and the hill itself will be cut into beautiful terraces and slants, and planted in an ornamental manner. To this extent, terminating on the western pier of the old harbour of Dunleary, the works of the company are completed, and nearly ready for opening; but the last portion, on which a commencement is now making, yet remains to be described. Four acts or scenes have been passed over, viz:—

1. The city, or mural portion, from Westland-row to Serpentine avenue.
2. The country or rural district, from that station to Old Merrion.

\* See Plate in Number 103, Second Volume.

3. The isolated sea embankments, as far as Black rock, and,

4. The coast road portion under the cliffs, and among the rocks, with the boating and bathing accommodations seaward, as far as Salthill. What follows, though less beautiful, is not less useful, and may be styled the 5th or commercial district.

It commences by striking a chord line across a segment of the old harbour of Dunleary, which segment will be filled up, and, ere long, probably covered with bonded warehouses and yards. With the accommodation of an ample wharf, sufficient cranes and other conveniences—the cargoes of colliers, steamers, and all trading vessels may be quickly and economically transported to the railway waggons, and by these brought into Dublin at a very low rate.

The old harbour traversed, the railway will pass between the Martello tower and the battery opposite Crofton terrace. It will here be in deep cutting, and a granite bridge will preserve the communication with the old pier and landing place, with a considerable improvement in the approaches. Between the battery and the admiralty stores, the railroad will closely border on the harbour, and a convenient bonding-yard for timber may be formed with ready communication with the railway, whereby a great convenience would be afforded to the Canada and Baltic merchants. The road then goes at the back of the admiralty stores, and close to the boat harbour and landing place of the Royal harbour, and thence runs to a termination on the large open space opposite the Commissioners'-yard and what is termed the Forty-foot road, being immediately connected with the magnificent quay and landing-place, now in course of construction by government, for the accommodation of the Post Office and other steamers, and when the works are completed, passengers may step from the railway coaches to the steamers, and again, on arriving will, with the mail bags, be conveyed in a quarter of an hour from the Royal Harbour of George the Fourth to the centre of the Irish metropolis.

Stations will be erected at this end of the railway; and for the protection of the public, an iron railing will be placed between the railway and the common road, for the whole length of the harbour, from Dunleary to the Forty-foot road, and such communications will be made across as the harbour commissioners may direct.

In addition to the tavern at Salthill, a new hotel near Seapoint Martello Tower, is spoken of. It is understood also that the company are about to erect splendid baths on a scale of accommodation hitherto unknown in this country; and in every point of view, the taste, the wants, and the wishes of the public will be studied and provided for; an excellent policy, which will be well compensated by the additional intercourse of passengers upon the railway.

The preceding outline will convey to the distant reader, who may be familiar with the country between Dublin and Kingstown, some idea of the works, and of their general character; but to those who have not seen the beauties of Dublin bay and its vicinity, it will be difficult to convey an accurate impression of the effect the railway will present. Hurried by the invisible, but stupendous agency of steam, the astonished passenger will now glide, like Asmodeus, over the summits of the houses and streets of a great city—presently be transported through green-fields and tufts of trees—then skim across the surface of the sea, and taking shelter under the cliffs, coast among the marine villas, and through rocky excavations, until he finds himself in the centre of a vast port, which unites in pleasing confusion the bustle of a commercial town with the amusements of a fashionable watering place. Of the manner in which the work has been executed, it is sufficient to observe that the utmost solidity and severest simplicity mark the entire. The formation of the railway bed consists of layers of gravel and concrete, with longitudinal and numerous cross drains. Immense blocks of granite, at intervals of three feet, support the iron rails, by means of supports called chairs; at every fifteen feet a larger block extends across and unites the two rails together, and the appearance of firmness and solidity is very remarkable in the course of construction,

though at the parts which are quite finished off, nothing is to be seen except four parallel lines of iron bars, laid with almost geometrical precision. To those who may interest themselves in the details which combine, it is believed, all the most recent improvements, it may be satisfactory to know, that at the offices of the company every facility is afforded for the inspection of the working, as well as the embellished drawings, and that a morning will be satisfactorily employed in examining these as well as the various models.

Six locomotive engines have been built for the Dublin and Kingstown railway: three of these are from the manufactory of Messrs. George Forrester, and Co., of Liverpool; and three from the house of Messrs. Sharp, Roberts, and Co., of Manchester. The greatest mechanical perfection has been attained in these machines; and the useful and honorable rivalry between two such eminent houses, cannot but result in advantage to the present company as well as to the public, by combining superiority of workmanship with the most improved adaptation of principles. A great and interesting experiment is also conducting at the same time, inasmuch as the working parts of the engines is totally different by each house. Messrs. Forrester have horizontal cylinders, fore and hind wheels of unequal diameter, elastic pistons working with improved valves, a small number of tubes in the boiler, &c. Messrs. Sharp Roberts and Co. have introduced vertical cylinders, the whole of the wheels alike; bell-crank motion, solid pistons, patent valves without friction; numerous tubes, &c. Both have put unequalled workmanship—both have adopted wrought iron frames, and straight axles, and it is believed have avoided all the errors and weaknesses observed in the locomotive engines hitherto produced.

The carriages for the accommodation of passengers are of three classes: most of these have been made in Dublin by Mr. Dawson, of Capel-street; and by Messrs. Courteney and Stephens, of Blackhall-place. A few only were made in Manchester. The wheels, axles, &c. were necessarily constructed in England. Trucks are also provided for conveying gentlemen's carriages, &c.

The railway coaches of the first and second class may be almost called elegant; the third class carriages are superior to those in use on the English railways, and all are covered. The fares will be on a very low scale.

It is impossible to describe all the details connected with the railway establishment, and indeed they would scarcely be interesting to the general reader. To form an accurate judgment, the work itself should be seen; and as it is now opened, public curiosity and individual enquiry will be fully gratified.

The character of the works, the variety of the different constructions, and the costly expenditure upon the Dublin and Kingstown railway, form a remarkable contrast to the appearance of flatness which the country presents to the eye of a casual observer, which glancing over the level ground, between the south side of Dublin and the shores of the bay, prompts the not unnatural remark, of the cheapness and facility with which a railway might have been constructed. But many causes have concurred in requiring a continual change in the transverse section of the railway, which have, certainly, greatly added to the novelty and interest of the work, though, at the same time, difficulties have been increased, and expenses augmented far beyond what has ever yet been required to force a level passage through the most difficult districts where railways have been introduced.

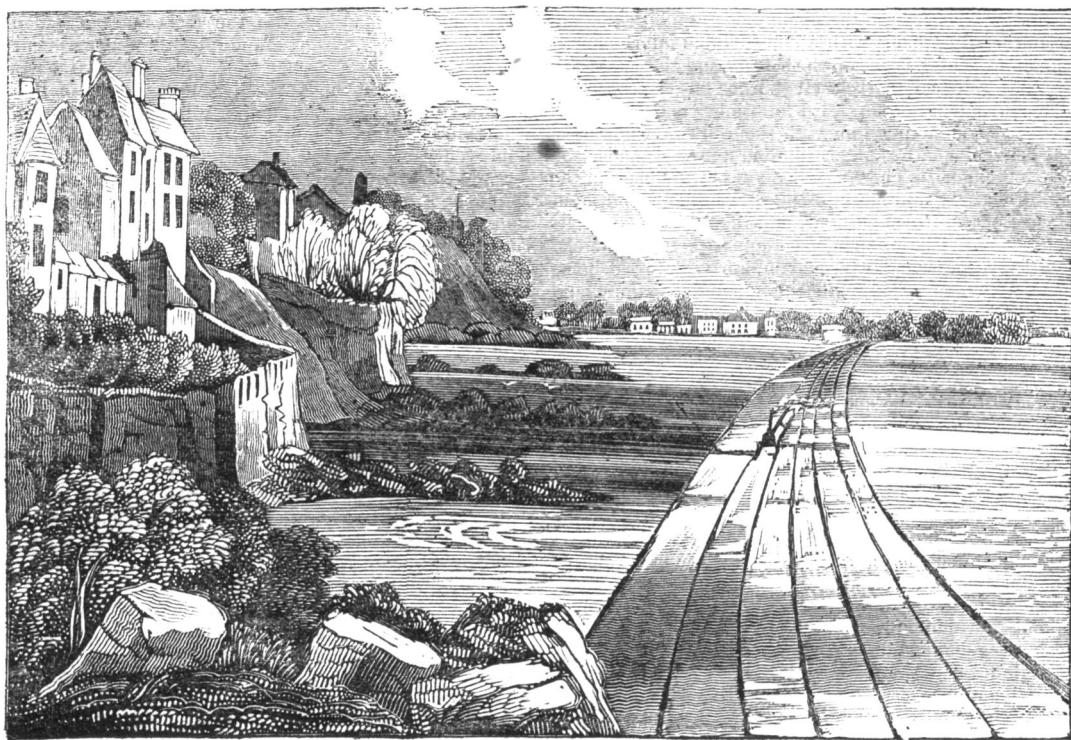
Among those causes may be enumerated the expediency of penetrating deeply into the centre of the metropolis; the attention requisite to be paid to public safety, and to vested and incorporated rights; the great value of the property, whether as building or suburban grounds; the interposition of secluded demesnes; the preservation of the bathing, boating, and other accommodations of individuals, and of the public along the coast; the necessity of making the course of the road as direct as possible, and of connecting the several changes of direction by easy curves, and the caution to be exercised in tracing a complete and isolated route, for the peculiar machines to be employed, through the rich and populous district in the

vicinity of a large commercial city, to a termination on the quays of the finest artificial harbour in the world; where the smallest nautical conveniences had to be preserved from interference, or to be amply compensated for and replaced; and close to the streets of a rising and populous borough, the conveniences and even the apprehensions of whose inhabitants had to be consulted.

The original intention was to have commenced the railway at the rear of the college buildings, and to have skirted the college park, parallel to Great Brunswick-street. This would have made the starting point about the Clarendon stables, and within a very short distance of the very centre of Dublin business. Vague fears, misrepresentations, and other causes created an outcry against such a proposition, which it is hoped at a future and not distant period may still be realized.

Indeed it is fondly anticipated that this measure may

be the means of introducing the railway system generally into Ireland, and, independent of all other considerations, this is the light in which it becomes most interesting to every well-wisher for the happiness and prosperity of our country. Capital, intelligence, and enterprise exist abundantly in Ireland; and nothing is wanting to render it the most flourishing part of the empire but confidence, and the diffusion of information.—What can more readily bring these than railroads, whereby the English landlord and the traveller may visit the remotest parts of Ireland with the same rapidity and safety with which he now posts down from London to Brighton. When the landed proprietor can have the means of visiting his estates frequently and expeditiously, he will perceive that to the want of employment and education are to be attributed the whole of the evils of Ireland.



VIEW OF THE RAILWAY FROM BLACK ROCK.

There is nothing exhibits so much the overgrown amount of the population in Ireland, when brought into comparison with its capital and property, as the lowness of wages. In many parts of Ireland, labour is not higher than it was when Arthur Young wrote his travels; fifty years ago his report of the wages of the labouring poor, shows the rate to have been nearly, if not altogether, as high as it is now; and while all kinds of agricultural produce have nearly doubled in price, the labourer must still put up with six-pence or eight-pence per day; and moreover, happy is that poor peasant, who is sure of constant employment even at that rate. Let railways be introduced in various directions throughout the country, and this will not long be the case. Give the landlord an opportunity of adding to his rent-roll, or even of improving his estate, by transporting the produce of his grounds from the interior of the country, at nearly the same rate of charge as those now living on the coast, and even were there no higher motive than self-interest, he will soon give employment to numbers of those who are now dragging out a miserable existence in poverty and wretchedness. But we must also remark, that to enable the people to benefit by the advantages which railways will offer, they must be educated. The great deficiency of the Irish is in the quantum of educated labour that is amongst

them; and therefore it is, that though the market is overstocked with gross, untrained, shall we say, brute labour, yet there is a lamentable deficiency in those minds and hands that are requisite to carry into effect the nicer operations of art, or agriculture, or manufacture. It is, therefore, essential that our people should be educated: educated up to trustworthiness—educated so as to be capable of productive labour—educated so as to have a respect for themselves—educated so as to acquire a religious restraint over their hitherto uncurbed passions—educated so as to acquire a dislike for secret association, and a respect for the law—educated as becomes Christian freemen, and Ireland will yet be the finest and fairest portion of the British empire.

The evils that counteract the great natural blessings which Providence has showered down on this country, are of long standing—they have existed before history had a record—they have exercised their baneful influence on the character of the people for centuries: and it cannot be the work of a day to remove what is wrong and replace it with what is right: still let us hope that the introduction of steam navigation, and the construction of railroads throughout the land, will prove one great step towards abating the evil.